

Warplanes

in colour



40p

A photo album for enthusiasts

IAN ALLAN

**COVER: A Hawker Siddeley Harrier GR Mk 1
V/STOL close-support aircraft from No 1
Squadron, Wittering, carrying SNEB rockets in
Matra launchers on its underwing pylons,
heads towards a firing range in Sardinia during
an armament practice camp.**

First published 1975

ISBN 0 7110 0597 4-82/74

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Published by Ian Allan Ltd, Shepperton, Surrey
and printed in the United Kingdom by
Jarrold & Sons Ltd, Norwich

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LONDON

IAN ALLAN LTD





ABOVE: An RAF Hawker Siddeley Buccaneer fires air-to-surface rockets over a weapons range at sea. The Buccaneer is a long-range, low-level strike and reconnaissance aircraft, and in addition to serving with the RAF at home and in Germany it serves with the Royal Navy and the South African Air Force.




LEFT: Two versions of the American McDonnell Douglas Phantom serve with the RAF – the FG Mk 1 in the air defence role (photo) and the FGR Mk 2 in the ground-attack and reconnaissance roles, while a carrier-based version flies with the Navy. The type is widely used by the US forces and other foreign air arms.

FACING PAGE: A Vought A-7D Corsair II light attack aircraft of the US Air Force approaches the drogue-equipped 'flying boom' of a Boeing KC-135 flight-refuelling tanker. The Corsair II, like the Phantom, saw action in Vietnam and also serves with the US Navy.





Hawker Siddeley Gnat T Mk 1s of the famous *Red Arrows* aerobatic team from the Central Flying School. This two-seat advanced trainer bridges the gap between the basic trainer and the high-performance front-line aircraft of the RAF, and features exceptionally docile handling characteristics matched with a high rate of roll and climb.

A high-angle, low-altitude photograph of four BAC Jet Provost T Mk 5s flying in a precise diamond formation. The aircraft are painted in a striking red and blue livery with white accents and the Royal Air Force roundel. The lead aircraft is in the center, with three others positioned behind it. The wings of the aircraft are clearly visible, showing the registration marks 'XW3600', 'XW3601', 'XW3602', and 'XW3603'. Below the aircraft, a coastal town with a mix of green fields and buildings is visible, along with a body of water in the distance. The sky is a clear, vibrant blue with a few wispy clouds.

Fine study of BAC Jet Provost T Mk 5s of *The Poachers* aerobatic team from the RAF College, Cranwell. Standard basic trainer of the RAF, the 'JP' as it is called in the Service, provides students with training from the absolute start to the point where they are competent and confident light-jet pilots.



The Northrop F-5E Tiger II, new, more powerful derivative of the F-5 Freedom Fighter. Northrop is building this lightweight fighter for supply to America's allies and deliveries will be made primarily to countries in Southeast Asia which receive Mutual Aid Programme assistance, including South Vietnam, South Korea, Taiwan and Thailand.



First European fighter to have a level flight supersonic capability, the French Dassault Super Mystère B2 first flew in 1955 and 180 were built before production ceased in 1959.

The type is no longer in French front-line service, but Israel is believed to have a few still in use at the time of writing. *J. J. Wynne*

Operated by the RAF's No 10 Squadron, the Vickers VC10 is one of the world's fastest multi-purpose transport aircraft and provides British forces with unparalleled flexibility and speed of deployment. All the VC10s are named after Victoria Cross winners, this example being named after World War I fighter ace James McCudden.



Another RAF workhorse is the Hawker Siddeley Andover C Mk 1, a development of the HS 748 civil airliner which may be used in troop-carrying, freighting or ambulance roles. This short-range transport gives battlefield mobility to the Army by virtue of its ability to operate from rough airstrips of 300 yards in length. */Peter R. March*






Two Hawker thoroughbreds. LEFT: The Hart light bomber of between-the-wars fame. This example, wearing the markings of 57 Squadron, no longer flies but can be seen today in the RAF Museum at Hendon in the special gallery commemorating Hawker's chief designer, the late Sir Sydney Camm.

BELOW: The Harrier T Mk 2 two-seat trainer version of the V/STOL close-support aircraft. The Harrier has a top speed of 720 mph compared with the 184 mph of the Hart.



A high-angle, aerial photograph of an Avro Vulcan B Mk 2 delta-wing bomber in flight. The aircraft is positioned in the lower half of the frame, flying towards the viewer. It features a distinctive delta-wing configuration with a light blue-grey upper surface and dark grey lower surfaces. The tail fin is tall and slender. The aircraft is flying over a vast, arid desert landscape characterized by light-colored sand and numerous small, dark, rocky outcrops. In the foreground, the terrain is more defined with some low-lying vegetation and a few small structures or buildings. The overall lighting suggests a bright, sunny day, casting soft shadows on the ground.

An Avro Vulcan B Mk 2 of the Near East Air Force Bomber Wing on a sortie from its base at Akrotiri, Cyprus. This delta-wing bomber can carry a large number of conventional 1000 lb bombs over a considerable range and deliver them with accuracy by day or night in any weather; it also retains the nuclear capability it had when it formed part of Britain's main nuclear deterrent in the days of the big V-bomber Force.

RIGHT: One of a dozen BAC Strikemasters bought by Kuwait, this aggressive-looking ground attack/trainer is finished in typical Middle Eastern light brown top camouflage




BELOW: A SEPECAT Jaguar releases a 1000 lb retarded bomb during weapon delivery trials made from West Freugh, Scotland. The Anglo-French Jaguar is being

produced in the single-seat tactical strike and two-seat training forms for both the RAF and the French Air Force. Both versions are supersonic at all altitudes.



A Westland Sioux (licence-built American Bell 47) light helicopter of the Army Air Corps *Blue Eagles* display team. The RAF's Central Flying School uses the Sioux as a basic trainer for rotary-wing aircraft and trains instructors from all three Services as well as Air Force helicopter pilots.



A photograph of a Westland Wessex helicopter in flight, viewed from a low angle. The helicopter is olive green with a red stripe and a yellow circular insignia on the tail. It is carrying a large, dark, rectangular underslung load. The rotor blades are blurred, indicating motion. The background is a clear blue sky with some light clouds. The helicopter is flying over a green, hilly landscape.

The twin-engined Westland Wessex anti-submarine and transport helicopter is a development of the American Sikorsky S-58 and is used by the RAF and Royal Navy, the Royal Australian Navy and the armed forces of Iraq, Ghana and Brunei. This example belongs to No 28 (Army Co-operation) Squadron, RAF, at Kai Tak, Hong Kong, and is seen delivering an underslung load of sand and cement to the island of Tsiny Yi in 1972./*Peter R. March*



One of the greatest aircraft of all time – and in every sense of the word – is the Boeing B-52 Stratofortress long-range strategic bomber used by Strategic Air Command since June 1955 and still a key element of America's nuclear deterrent capability.



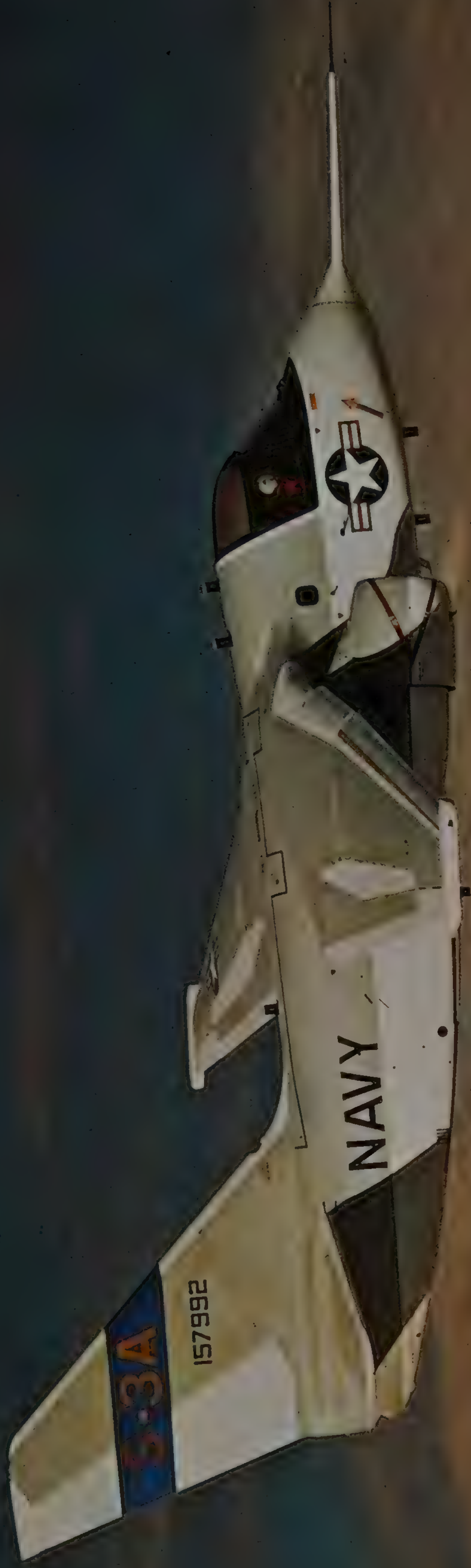
Mock-up of the Rockwell B-1A strategic bomber which the USAF hopes to put into service eventually to replace the B-52. First prototype flew in December 1974 and the aircraft is a variable-geometry (swing-wing) design, comparable in size with a Boeing 707. After cruising to the target at subsonic speed, the B-1A would make a supersonic over-the-target dash at high or low altitude.



McDonnell Douglas Phantom FG1s of No 43 Squadron, RAF (the famous *Fighting Cocks*) from Leuchars, Scotland, on patrol.







Pair of submarine-hunters

TOP: A Westland Sea King (licence-built Sikorsky SH-3D) of the Royal Navy on patrol from RNAS Portland. Dorsal hump houses search radar, and in addition to its basic AS role the Sea King is often used for search and rescue duties. / *Peter R. March*

BOTTOM: Now in service with the US Navy, the Lockheed S-3A Viking is a four-seat twin-jet shipboard AS aircraft designed to succeed the twin-piston-engined Grumman S-2 Tracker. Various combinations of torpedoes, bombs, depth charges and air-to-surface missiles can be carried in the internal weapons bay and on underwing pylons.



ABOVE: A Handley Page Victor K Mk 1A tanker refuels a Hawker Siddeley Buccaneer long-range, low-level strike and reconnaissance aircraft of No 12 Squadron from RAF Honington, Suffolk.



LEFT: As a follow-up to the 'double-delta' Draken, Saab's imaginative designers have produced for the Swedish Air Force the canard AJ 37 Viggen, combining Mach 2 speed with short take-off capability

A Wessex aircraft of No 18 Squadron RAF prepares to lift an underslung load out of an Alvis 'Stalwart' amphibious vehicle from A Tp 21 Sqn RCT./Robin Adshead.





ABOVE: The twin-jet Hawker Siddeley Dominie is a military version of the HS 125 executive jet and is used by the RAF as a navigation trainer. It enables students to be trained in more realistic conditions by filling the gap between the older 200 mph piston-engined Vickers Varsity and

operational flying in modern high-performance jets of 600 mph or more./*Peter R. March*

BELOW: A Hawker Hunter FGA9 of No 45 Squadron from Wittering which is used for training pilots for the RAF's new Jaguar tactical strike

fighter. Winged camel badge commemorates the fact that No 45 Squadron flew the famous Sopwith Camel fighter in World War I. This aircraft has the low-visibility camouflage introduced in the RAF in 1973.



The English Electric Canberra was the first jet bomber to enter RAF service and although it has been phased out of the bombing role, the RAF still uses it for such tasks as photographic reconnaissance, radar training and target-towing. Illustrated is a T4 crew trainer from No 231 Operational Conversion Unit, RAF Cottesmore.





Military version of the Beagle B.206C, the Basset was a versatile and rugged twin-piston-engined light plane used until 1974 by the RAF for communications (seating up to six passengers), light freighting or ambulance work. In the latter role it could carry one stretcher case together with a medical attendant./*Peter R. March*



ABOVE: A Hawker Hurricane and two Supermarine Spitfires from the RAF's famed Battle of Britain Memorial Flight at Coltishall, Norfolk.

BELOW: Trio of US Marine Corps combat aircraft comprises a Phantom II fighter and Skyhawk attack aircraft, manufactured by McDonnell Douglas, and a V/STOL Harrier in which this same company has US licence rights



Another preserved example of the Spitfire, this Mk IX served with No 222 (Natal) Squadron during World War II and now sports invasion stripes and the initials of its private owner.





The immortal Spitfire and Hurricane have already been illustrated in this book so here now is their famed adversary of the Battle of Britain, the Messerschmitt Bf 109E. This beautifully restored example was forced down at Manston, Kent, in November 1940 and later flew in RAF colours for evaluation purposes before going into storage. Today it is owned by the RAF Museum – although not

currently on display at Hendon – having been refurbished by RAF St Athan to represent an aircraft of 1/JG51. The 'Emil', as the 109E was known, was the *Luftwaffe's* standard single-seat fighter for the first three years of the war, and during the Battle of Britain it accounted for most of the 1172 aircraft lost by RAF Fighter Command./*Stuart Howe*





Forever linked with the epic defence of Malta against the combined might of the Italian Air Force and the *Luftwaffe* is the Gloster Gladiator biplane fighter of which two complete examples still exist in Britain – this one in the RAF Museum at Hendon, in the pre-war markings of No 87 Squadron, and another (still flyable) kept by the Shuttleworth Trust at Old Warden, in the markings of No 72 Squadron./David J. Kingston



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